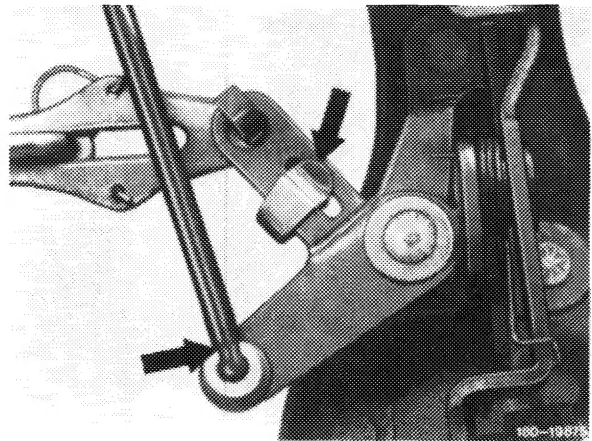


Removal

1 Remove door lining (72–105).

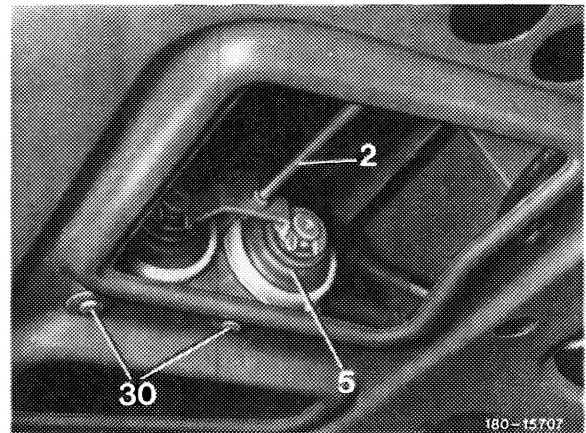
2 Disconnect safety clip and shift rod on lock.



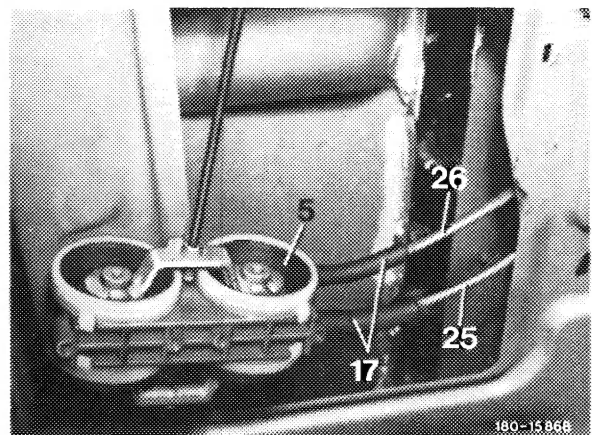
Shown with lock removed

3 Unscrew oval head screws (item 30) on vacuum element.

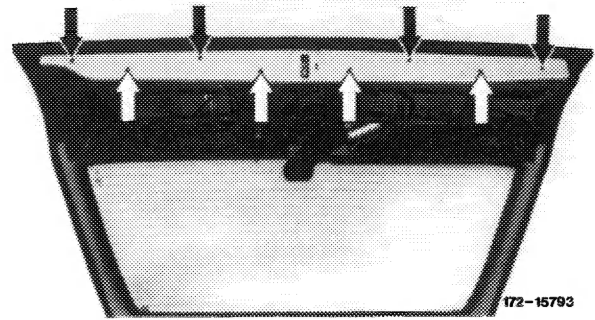
4 Remove vacuum element (5) with shift rod (2).



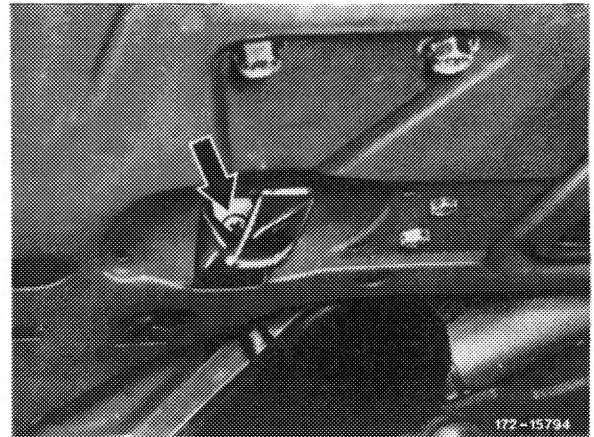
5 Pull connecting members (item 17) with locking (25) and unlocking line (26) from vacuum element (5).



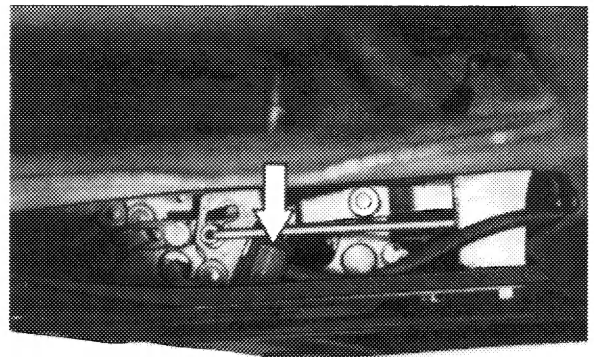
6 Unscrew rail on back door from below.



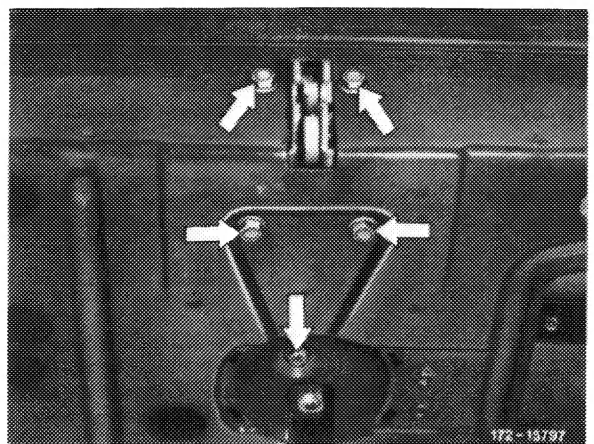
7 Unscrew inside door handle.



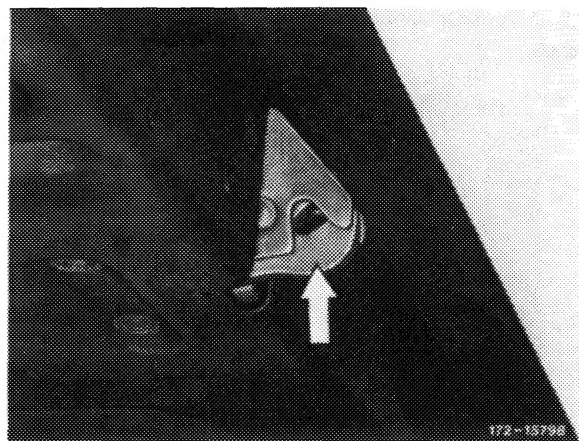
8 Pull plug for back door contact switch from right-hand side of lock.



9 Unscrew fastening screws of door lock and remove lock.

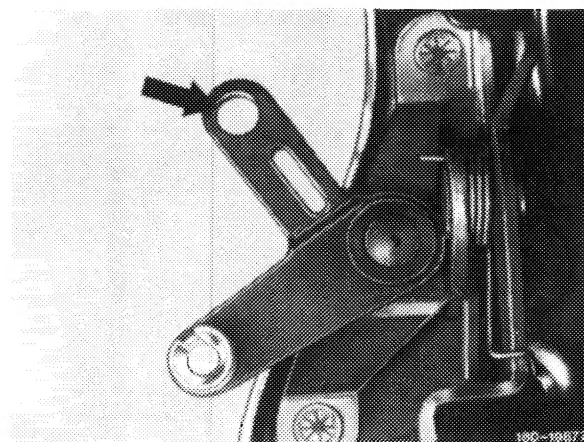


Note: The lock can be removed easier, if the rotating latch is closed, since this will make the lock slimmer.

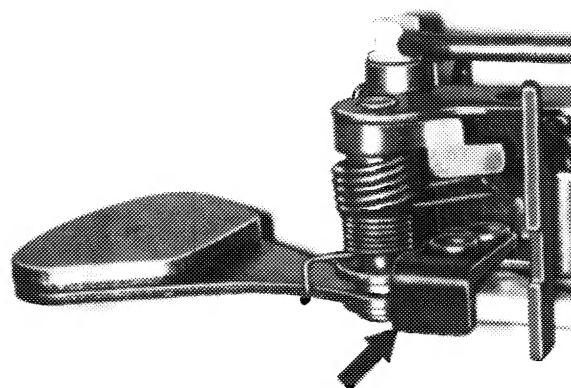


Installation

10 On vehicles manufactured after 3/80, drill bell crank on lock to 5.9 mm dia. and debur.



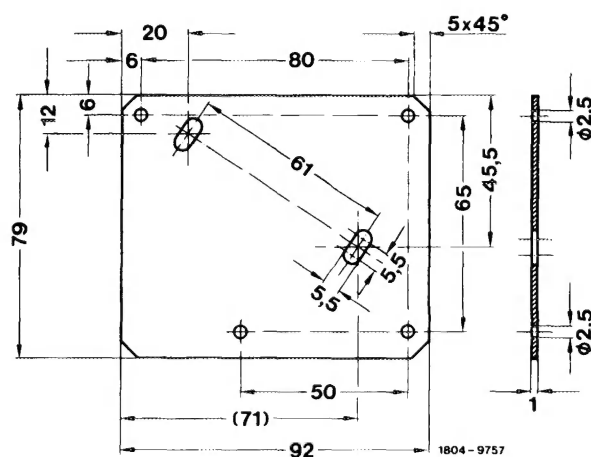
11 On vehicles manufactured prior to 3/80, install new lock with angular stop at counterbalance.



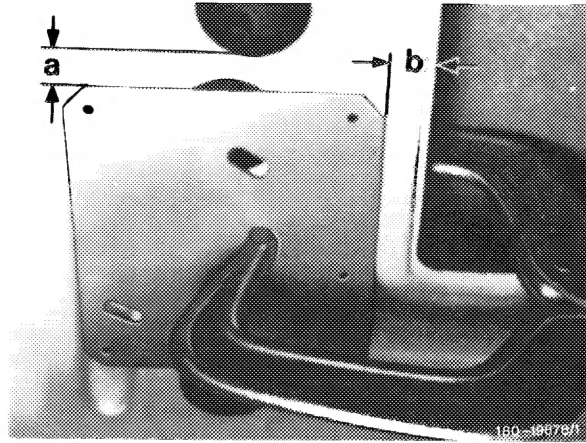
180-19884

12 On vehicles manufactured prior to 4/79, install a self-made adapter for fastening the modified vacuum element.

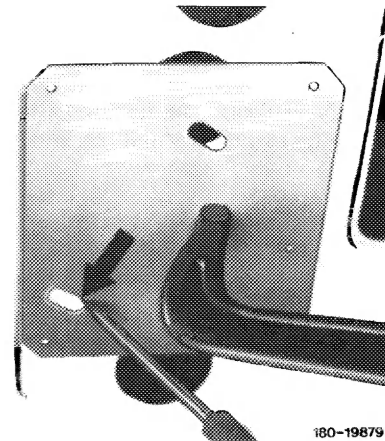
Material	Surface protection
Steel sheet 1 mm thick	Priming filler and top coat DB 164



13 Align adapter on inside door panel and clamp down.



14 Mark lower slot on inside door panel.

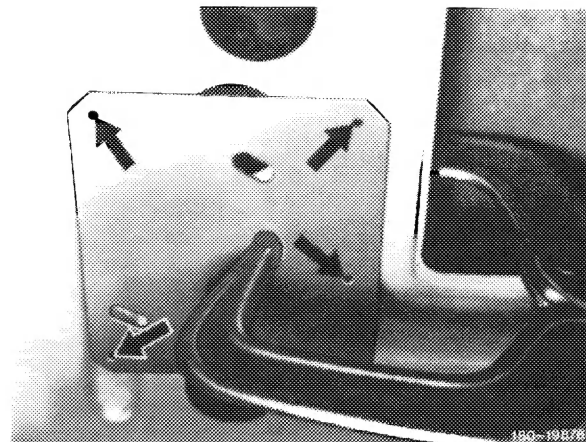


15 Drill fastening holes of 2.5 mm dia. (arrows) on inside door panel, remove adapter and enlarge holes to 5 mm dia.

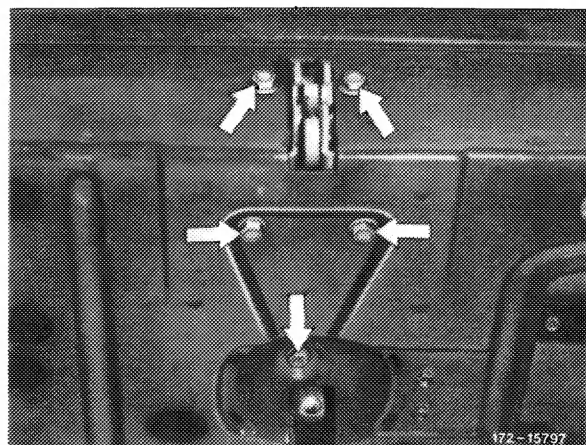
16 Punch marked slot on inside door panel in center and drill to 12 mm dia.

17 Debur holes and treat with zinc dust paint.

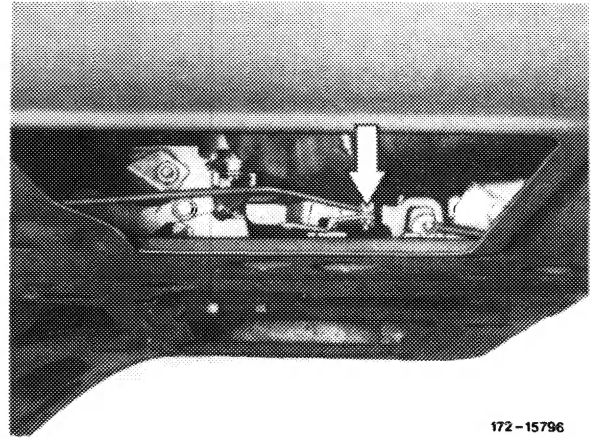
18 Remove drilling chips in door with a magnet.



19 Insert lock into door, position fastening screws and tighten.



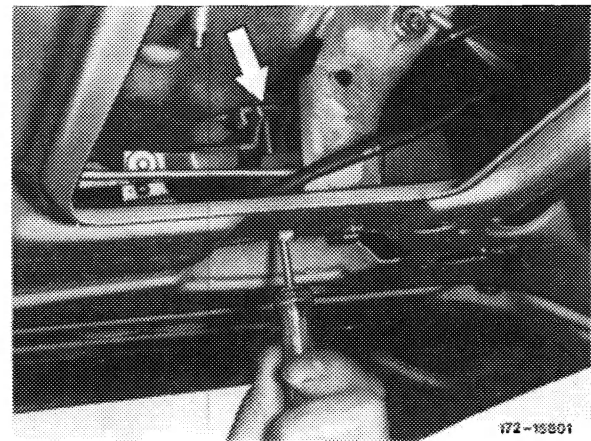
20 Clip locking linkage to bell crank.



172-15796

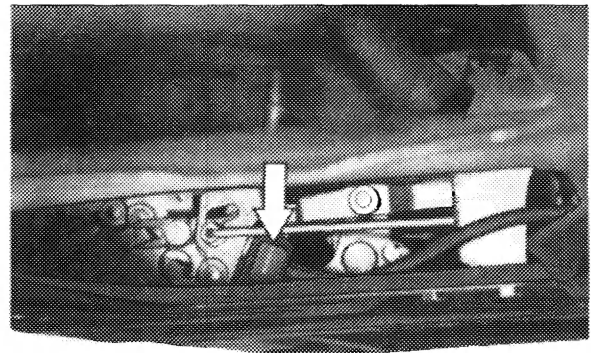
21 Check relief clearance on outside trigger and adjust, if required.

Note: The relief clearance should amount to approx. 1 mm. To reach adjusting screw on trigger foot, lock back door with locking button. Adjust by means of a small screwdriver inserted through tapped hole of upper lock attachment (arrow). Screw in fastening screw, tighten, check relief clearance again and adjust once again, if required.



172-15801

22 Slip plug for back door contact switch onto right-hand side of lock.

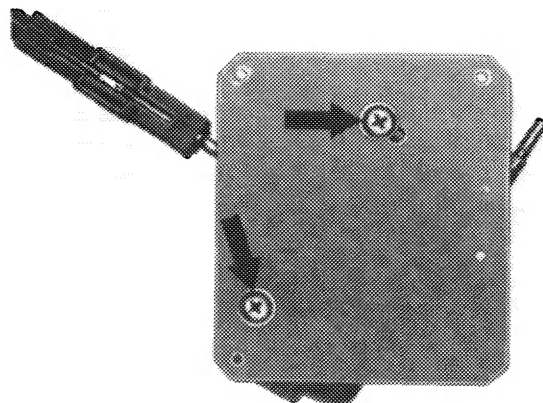


172-15795

23 On vehicles manufactured prior to 4/79, screw modified vacuum element to adapter.

24 Prior to installing vacuum element

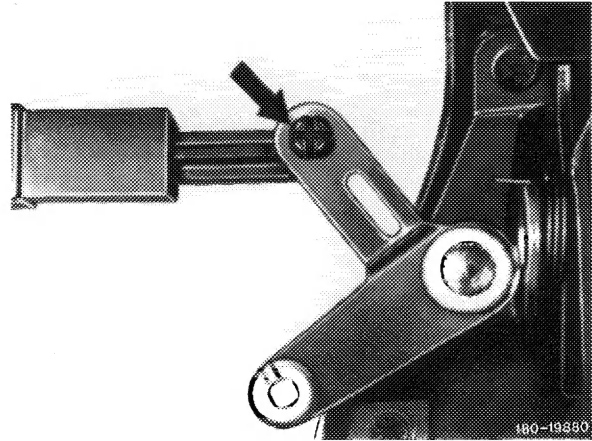
- unlock lock
- extend element
- slip in detent on element up to stop.



180-19582

25 Introduce modified vacuum element and clip shift rod to bell crank.

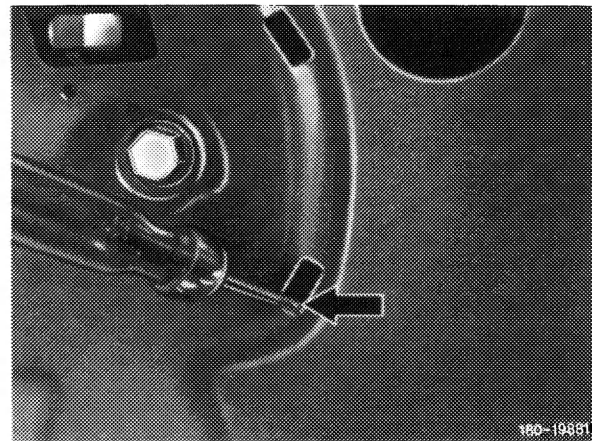
Shown with lock removed



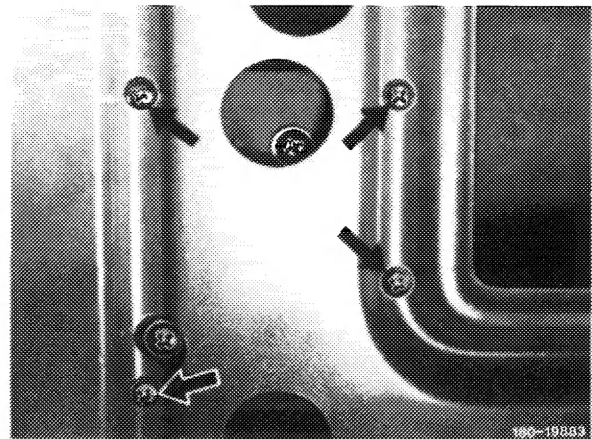
Note: Clipping of shift rod to bell crank can be facilitated by pushing with a screwdriver through cutout on door handle recess.

Attention!

Do not distort bell crank while fastening clips.

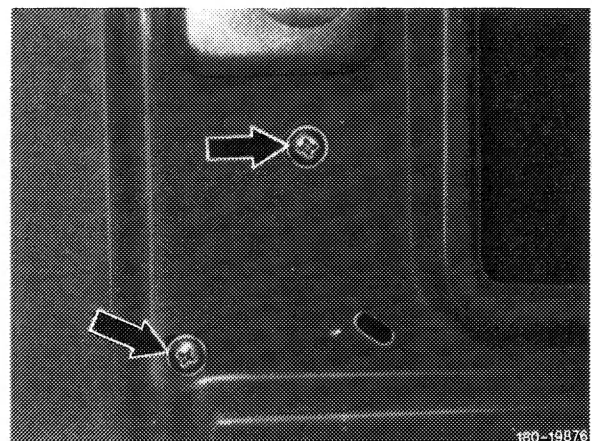


26 On vehicles manufactured prior to 4/79, screw adapter with element to inside door panel.



27 On vehicles manufactured following 4/79, fasten element to inside door panel by means of two screws.

28 Slip element in slots until detent engages perfectly with element when locking and unlocking by means of key. For this purpose, close connections on element with fingers.

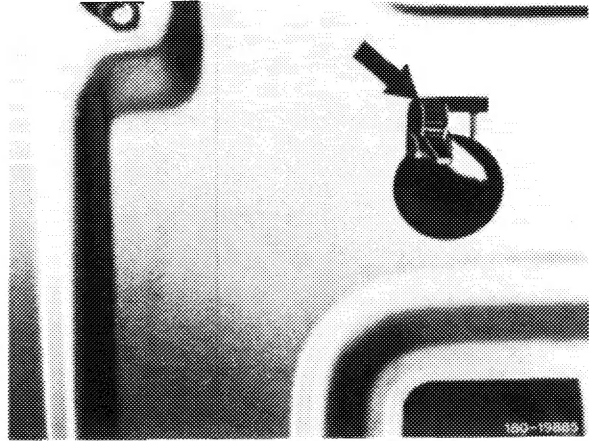


29 Remove fastening strap of vacuum lines (arrow) located above assembly opening from lock.

30 Shorten vacuum lines by approx. 80 mm and slip on element by means of connecting members.

yellow/red: top

yellow/green: bottom



31 Check function.

32 Install door lining (72–105).

33 Screw on cover rail from below.